7	Approved For Release	2006/01/31 : CIA-RDP80-00	810A0032 07 660	(8-2 60 S	5 _{25X1}
garango (1860) - Al VAR I Affrica de la Companya del Companya de la Companya de la Companya de la Companya de la Companya del Companya de la	CLASSIFICATION	Chi identia	:		20/1
COUNTRY Hur	ECCTV	REFE	A.1		
TOPIC 1. Hung	grian Air Association	i in Sopron	was a source of the source of the		
2. Gyo	er Airfield				
25X1 EVALUATION	7 , 4	CE OBTAINED.		ari akasahanili on sossilinkan sasah	25X1
25X1 DATE OF CONTENT			en egiseriad Merus esidas desidas desidas de		
DATE OBTAINED		DATE PREFIRED	14 December	¥43.	
REFERENCES	edicina action and the contract of the contrac	grouper - a jarrenzige parabassar de companie e alle actione el com-	ad has no consider the first of the first of the second of	ide work that the other was a single	Married Was also also associated
PAGES2	_ENCLOSURES (No. & T	(PE) un au manus manus a compres de la compresa de la compres de la compres de la compres de la compresa de la compres de la compres de la compresa de la compres de la compresa de la compres de la comprese de la compres de la comprese della comprese de la comprese della comprese della comprese della comprese de la comprese de la comprese della comp	de de communicación establisma de entre antificio en el el mando de el mando d	i. Kugakuvanseon ugangkomo usami gangangan aranu	regional provides and a second second
REMARKS		entranscenter - e e chia mante di transcentiero dine e di te e considere con e e	gage of a consequence of the contract of the c	in an a sidha a nenapi in mass, aguseann a ai n	Law Lo Armon I there are
manifestation catalogue recommendation and the analysis of the catalogue of the comment of the c	The second section of the second seco	en en en grande de la company de la comp	. e.ze		
	A STATE OF THE STA			The second se	. No. 2 St. 1880) - 1920 - 1989 - 11
25X1					
	PARTIE 130 130 130 130 130 130 130 130 130 130				

25X1

Between June 1952 and Murch 1968, a training course of the Hungarian Fir Association (Magyar Repuelce Succeptseg) (1811) was held in Morron (R. 8/X 63). Two hours of theoretical instruction, including shrereft theory, sireseft ongine theory, flight theory, and meteorology and one hour of political indectrination were given in Sepron each week, while illusive training was conducted at Gyoer (P 48/Y 44) altisld on Sundays sadinolidays. In Serron, illight training was not permitted because of the marky frontier. An addition to theoretical training on conventional aircraft; a course was field in glidding and parachuting. The individual training courses consisted of 8 men who were trained in flying with conventional aircraft; 16 man who were trained in gliding, and 4 men who sere trained in parachuting.

2. Two trainers, referred to as "the do", wore stationed at Cycer sinfick for the training of members of the MESI. The element tweet biplanes with in-line ongines, two-bladed properliers, two-seater ordins, rigid lawling years and wings with K-shaped struce. The following aircraft for guider training were stationed at the field: 3 Veeccosks, 2 homes, 1 Julius 18, and A Cimberse. The simcraft of types Voecsoek and Judius 18 had dutelages without covering and pilot s cabins covered up to the pilot's neck. These sireraft were used by becimmors. The Koma-type aircraft was an entirely covered high-performance glides and the Cimbora-type aircraft was an entirely covered trainer with two open souts in tandem fashion. Parachate training was conducted every two weeks. The trainees practiced jumping from a commercial aircraft which probably came from budapest. Contos (fhu) was the cale? flight instructor on conventional aircraft and commanding officer of Green signified. Ferone Suppressionits was charged with theoretical instruction and flight towining on contentional alrevait.

25X1

The airfield was located on the eastern negativeter of Gyoer, just east of the industrial canal (Ipsar Ceaterna), and between the railroad line and aread to Komeron (P 48/Y 75). The field covered an area of about 1,500 meters square. It could be expanded to all sides except to the west. A spur track which had been built to the airfield during the war was in poor condition in 1953.

OF STREETING

OF ACCIDIOASIAN

CONTINUATION

25X1

25X1

The airfield was used by the Maszovlet and MFS. A hanger which had been destroyed by a bomb hit in the war was reconstructed after 1945. No new buildings or construction activity were observed at the field prior to March 1953. There was a concrete runer, about 1,500 meters long and 80 meters wide, which extended from northwest to southeast. A concrete taxiway branched off towar the hongard. A recip station and DF station were also available at the field. No AA deferst was abserved at the field. The field was not camouflager. A border guard cettil of the State Security Service (AVH) in the strength of 9 men and 4 additional AVH soldiers for chacking the civilian air traffic were stationed at the field.

Comment. The report contains information on premilitary flight though no by the MRSZ. Cycle airfield is still using used only by the Mosteviet and the MRSZ.

CONTROL PERIOD